

FOREWORD

This Plan was prepared by the Central Planning Unit (Department of Planning and Economic Development, Donegal County Council), in accordance with Sections 18-20 of the Planning & Development Acts 2000 – 2006. The Plan was adopted on 28th January 2008 and became operational on 5th March 2008. This Plan supersedes all previous Development Plans (i.e. 1969, 1985 and 1993), for the town.

The Plan is also available to view online; www.donegalcoco.ie

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SECTION 1

INTRODUCTION

1.1 WHAT IS A LOCAL AREA PLAN?

A Local Area Plan is a statutory land use planning document and map(s) (consistent with the objectives of the County Development Plan) detailing policies and objectives to ensure the proper planning and sustainable development of the town.

The Plan, provides a detailed and consistent framework for the determination of all planning applications. It will also guide and anticipate land-use developments in a controlled and sustainable way, enabling the local authority to focus resources and infrastructural improvements where they are most needed.

It has enabled local communities to become involved in the Plan making process, offering valuable insights about life in the area and identifying development opportunities for the future. The Plan has a six-year duration, a relatively short period, however, the decisions taken now will affect all subsequent Plans for the town. Whilst it is acknowledged that not all strategic objectives will be achieved during the Plan period it is still important to identify these objectives so there is a commitment towards achieving them over the longer term.

The Plan has been prepared following extensive consultation that included different departments within Donegal County Council, Elected Members, Killybegs Parish Council, Local Businesses and Statutory Consultants. This list is not exhaustive and ties in with the later section on public consultation at Section 1.4.3. Environmental considerations and the concept of 'Sustainable Development' underpin all policy.

1.2 WHY PREPARE A PLAN?

The last development plan for Killybegs was prepared in 1993, however the town has changed significantly. While Killybegs remains the premier fishing port in the Country, the fishing industry has declined year on year for a variety of reasons. That said, onshore fish processing and associated ancillary onshore industries still play an important role in the local and national economies.

New opportunities for the town are starting to emerge. The new harbour has facilitated a wide variety of alternative uses such as imports and exports, the development of an onshore service base for the oil, gas and wind farm industries and as a destination for luxury cruise liners. In addition development of the Shore Road, industrial road and proposed developments such as the new wastewater treatment system, Enterprise (Industrial and Employment) Park, marina within the inner harbour area and a proposed Outer Relief Road will provide a catalyst for further growth and investment in the town.

1.3 STRATEGIC ENVIRONMENTAL ASSESSMENT (SEA)

Local Authorities are now obliged, in accordance with Planning and Development (Strategic Environmental Assessment) Regulations 2004, to undertake a Strategic Environmental Assessment (SEA) for plans and programmes. The objective of the Directive is to provide for a high level of protection for the environment and to ensure the integration of environmental considerations into the preparation of plans with a view to promoting sustainable development.

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The preparation of an SEA for Local Area Plans with a population of under 10,000 is discretionary. As Killybegs has a population under this threshold it is not mandatory to carry out SEA. However, in all cases the Local Authority must initiate a screening exercise to determine the likely environmental impacts of a plan/programme. The 'Screening Report', identified the likely environmental impacts of adopting the Local Area Plan and was issued to the prescribed authorities¹, for their consideration (Refer to Section 3.1).

1.4 CONTEXT

1.4.1 Historical Background

Killybegs is a fishing town, located in South West Donegal. The town has developed organically around a natural harbour and is situated amid undulating lands. Christianity arrived in the region around the 4th Century with the arrival of St. Colmcille. However, the town has become associated with St. Catherine, a 4th Century martyr in Alexandria, Egypt. A Holy Well and St. Catherine's Church, thought to originate from the 12th Century was erected in her memory.

In 1355 the tower of Kits Castle was constructed by Bishop McMonagle, later becoming the residence for many subsequent bishops from the dioceses of Raphoe. By the 14th Century the Scottish Mc Sweeney clan took up residence in the town. The harbour, according to the Four Masters, was saved by the intervention of St. Catherine, the patron saint of the town in 1513. That same year the O'Malley pirates attacked the town. In 1588 two Spanish Armada vessels, sank in the harbour.

Killybegs was granted borough status by King James and became a plantation town in 1616. In 1842 the town was described as a 'rigmarole looking' place². Aside from the 17th Century Church and a cross slab, most developments in the town stem from the 19th and 20th Centuries, yet this built form hides a much earlier settlement.

1.4.2 Killybegs Today

Killybegs is situated along the R263 Regional Road and just off the N56 National Secondary Road. It is located 27km from Donegal Town and 26km from Glencolmcille. The historic centre of Killybegs retains its original character and recent years have witnessed significant infrastructural and industrial investment, in the main supporting fishing and port activities.

The town has a permanent population of 2,323 people (CSO 2006 Preliminary Report, * Note a 4.3% decrease from previous 2002 Census) and there are an estimated 470 people residing within one mile of the town. In addition a large number of people also commute to the town from the wider hinterland. In infrastructural terms the traditional meandering and narrow carriageways, so characteristic of the town, have often proved unequal to today's modern increases in traffic and development.

	1971	1981	1991	2002	2006
Population	1,099	1,570	1,522	2,428	2,325
% Change		+42.9%	-3%	+59.5%	-4%

Source : CSO

¹ Environmental Protection Agency, the Department of the Environment, Heritage and Local Government and the Department of Communications, Marine, and Natural Resources.

² North-west Ulster: The Counties of Londonderry, Donegal, Fermanagh and Tyrone (Pevsner Buildings of Ireland) 1979.



Source: Barry Sharkey, 2007

1.4.3 Public Consultation

In recent years, the Council have held public consultation meetings in the town. The main issues of concern included:

- The need for traffic management
- The status of and timeframe for the proposed 'Outer Relief Road'.
- The location of the proposed sewage treatment plant.
- The inadequate treatment of effluent from the fish processing industry.
- The protection of St Catherine's Well and the town's heritage.
- The lack of tourism infrastructure and investment.
- The need for more residential development.
- The need for community facilities and open spaces.

1.5 PLANNING GUIDANCE

The Plan adheres with the following government guidance publications from the Department of the Environment, Heritage and Local Government and the Border Regional Authority.

1.5.1 National Spatial Strategy/Regional Planning Guidelines

The National Spatial Strategy (NSS), published in December 2002 is a twenty-year planning framework designed to deliver more balanced social, economic and physical development between regions. The strategy looks at Ireland in an all island context and recognises the cross border opportunities and partnerships that need to be developed.

'Sustainable development is at the heart of the strategy. We need to bring jobs closer to where people live, and ensure a higher quality natural and built environment. Ireland needs to renew, consolidate and develop its cities, towns and villages – i.e. keeping them as physically compact and public transport free as possible and minimising urban sprawl, while also achieving a high quality of design in new development and refurbishment. Urban land

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needs to be used carefully, sensitively and efficiently – with the aim of reducing dereliction and under-utilisation. Where green-field development is necessary it should take place through the logical extension of towns and villages’.

National Spatial Strategy 2002 - 2020

The Regional Planning Guidelines (RPGs), published by the Border Regional Authority in May 2004, aid the implementation of the National Spatial Strategy throughout the border region, including County Donegal. Within the Regional Settlement Structure hierarchy, Killybegs was identified as a ‘Small Sized Town for Urban Strengthening’. This position has been endorsed within the County Retail Strategy.

This Local Area Plan also adheres to other government guidance publications, such as those set out within the; National Development Plan 2000, Sustainable Development (A Strategy for Ireland 1999), Architectural Heritage Protection 2004, Retail Planning 2005, Development Management and Development Plan Guidelines 2006 and Residential Density Guidelines 1999, Development Plan Guidelines 2006 DoEHLG, etc.

1.5.2 County Donegal Development Plan 2006 – 2012/An Straitéis – Donegal County Strategy 2002-2012

This Plan recognises ‘the importance of Killybegs, Burtonport, Greencastle, Lissahally and Sligo as sea/fishing ports to serve Donegal. Given this fact, the Council will strive to facilitate the transport network to and from these ports³ and Northern Ireland are essential to improve logistical efficiency’. The Council will facilitate the development of an Enterprise (Industry/Employment) Park, in Killybegs.

The following are seen as priority sectors within the lifespan of the Plan.

- 1 The Service Sector; with particular reference to the tourism sector in the County.
- 2 Added value food processing, particularly in the fisheries sector.
- 3 The job potential in information technology, telecommunication and pharma and biotechnologies.

1.5.3 Killybegs Development Plan (Variation No. 2, 1993)

Table 1. Areas (ha) of Zoned Land

Land Use Zoning	Area in Hectares
Residential	210.3
Commercial	8.6
Industrial	59.7
Light Industrial	9.3
Agricultural	3.4
Port and Fish Related Industry	16.1
Educational	8.4

Table 2. Killybegs Local Area Plan 2008

Land Use Zoning	Area in Hectares
Residential	77.52
Established Development	58.02
Town Centre	30.96
Community/Education	9.6

³ Policy TC3

Air, Sea and Rail Access, County Development Plan 2006 - 2012

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Industrial/Employment	39.64
Harbour/Port Related	15.13
Amenity/Open Space	85.25
Car Parking	0.9

An Straitéis, or the County Implementation Strategy 2002 – 2012, is a strategic Plan, which identifies and seeks to implement a wide variety of Social, Economic, Environmental and Cultural objectives.

1.6 DEVELOPMENT CONTRIBUTION SCHEME

All development proposals (with the exception of the exemptions outlined in the scheme) will be required to make a contribution to the Development Contribution Levy in accordance with the current Development Contribution Scheme, as adopted by Donegal County Council on the grant of the planning application.

1.7 VISION FOR KILLYBEGS

To consolidate Killybegs by concentrating development within serviced lands/corridors and to support the incremental development of the town from the core outwards, thereby aiding the progressive extension of services throughout this and subsequent Plan periods.

1.7.1 Strategic Aims

The vision is founded on the following Strategic Aims: –

1. To facilitate development that ensures safe, attractive and vibrant places to live, thereby improving the quality of life for residents, local business and those visiting the town.
2. To support and seek to facilitate a vibrant and growing town with a wide range of services, amenities, jobs and facilities for those living there.
3. To encourage and support community participation in the planning process so that the social, economic and cultural development needs of the town are reflected in the Plan.
4. To facilitate development that takes advantage of the natural harbour and setting of the town and which best reflects Killybegs' traditional role as the premier port in Ireland. As such developments that support the fishing, ancillary and tourist-based industries will be encouraged.
5. To conserve the built and natural environment for the enjoyment of present and future generations.
6. To retain and reinforce the distinctive character of the town's historic core.
7. To facilitate the provision of quality roads, water, sewerage, tourism, amenity and telecommunications infrastructure for the ongoing development of the town.

SECTION 2

POLICIES AND OBJECTIVES

2.1 RESIDENTIAL

OBJECTIVE: To ensure that the housing needs of the population are met through a wide range of house types and sizes and to promote a social and demographic balance throughout the town.

2.1.1 Background

For some time there has been a real need for further residential development in Killybegs. The lack of new housing developments and a negligible fall in population⁴ can be attributed to a number of factors including; lack of employment, lack of available land for sale, poor access, inadequate sewerage treatment and until recently lack of progress on the proposed by-pass/relief road.

The Council are concerned about the lack of housing supply and the effect that this has had upon property prices in the area, forcing buyers to look to unsustainable and poorly serviced rural housing developments in the surrounding hinterlands or to the neighbouring settlements of Dunkineely and Bruckless. A considerable number of people continue to commute to Killybegs. With an improved supply of housing, people would be afforded greater opportunity to remain in or return to the town. Increased residential development will sustain population growth, thereby improving the vitality and viability of Killybegs and will, in addition, support and help to sustain local schools, businesses and employers.

At present the Council have a number of existing housing schemes in the town, including, Church Road, the Emerald Drive, Harbour View Drive and Marine View Drive developments in the Conlin Road area. An additional nine social units (3 and 2 bed units) have recently been completed as part of the fourth and final stage of the Conlin Road housing scheme – Emerald Close. Additional land has recently been acquired in the town for future social housing need. The current demand for social housing in Killybegs is outlined in Table 1.

However, these developments will still not meet the total anticipated demand from the list of current applicants (Table 1). These developments are part of the Housing Department's ongoing land acquisition programme for the provision of social housing throughout the town.

2.1.2 Settlement Strategy

The Council have considered a number of growth options for the town; Low, Medium and High. Following a number of local public consultation events, it was considered that the preferred growth option was the medium growth scenario, to stimulate residential growth.

The Council have now identified a number of 'residential' areas/zones in this Plan, to ensure that adequate serviced land is made available for residential development within safe and convenient walking distance of local services and amenities.

2.1.3 Residential Forecast

Future housing demand will depend upon the rate of population change. Therefore, even if overall population growth is static, recent demographical changes such as the reduction in average household size, due to factors such as; more people living alone, more elderly, smaller families etc. and the high levels of in migration, will increase the demand for housing.

⁴ Central Statistics Office, 1996, 2002 & 2006.

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In addition, there will be increased demand for smaller unit sizes to reflect those demographical changes. In 2006 the average household size in the County was 2.8⁵ whilst in 1996 the figure was 3.51 persons⁶.

The Council anticipate a much larger rate of population increase in the future, due, in the main to the obvious attractions of Killybegs and the high level of in migration. It is also anticipated that development of the proposed sewerage treatment plant, improvements in roads infrastructure and the new marina will stimulate both economic and residential growth in the town.

Table 1. Social Housing in Killybegs

House Type	No. of Units Requested 1 st Preference Only	All Preferences
2 bed	33	52
3 bed	9	18
4 bed	0	0
OPD	4	6
Total	46	76

Donegal County Council, May 2007

2.1.4 Residential Development and Layout

In accordance with government guidance including the National Spatial Strategy, the Council have identified a number of readily serviceable and accessible sites that will serve to consolidate the town. New residential proposals should seek to maximise the use of land available to them. Currently the majority of new one-off houses in the town simply address road frontage, this is not an efficient use of land, as much backland remains undeveloped and inaccessible. The Council have therefore identified and reserved a number of new access routes to open up backlands, provide development opportunities and facilitate incremental growth around the town.

All residential proposals shall have regard to **Appendix 2** of this document, **Design Guidance for Residential Developments** and should seek to fully contribute to the character, safety and social fabric of the town. New developments shall be required to take best advantage of the area's topography and demonstrate an ability to be readily absorbed within their host environments, either natural and/or built. Given the Killybegs landscape, development on elevated lands must have regard to the context of the surrounding natural environment, including topography, aspect, ground cover and landform. All new development should follow site contours and avoid sky-lining.

Development should avoid formal and angular layouts and should be broken into smaller clusters where a variety of house types, sizes and designs will be promoted. Developers should demonstrate how proposals will interconnect through vehicular and pedestrian linkages with the town centre, shops, schools, employment, places of worship, surrounding amenities and wastewater infrastructure. Developers should also provide fully for the inclusion of Crime Prevention Through Environmental Design techniques in the conception stages of development, See **Appendix 2**. The Council will promote residential proposals that utilise sustainable construction and design technologies.

⁵ Central Statistics Office

⁶ Donegal County Housing Strategy 2002

2.1.5 Residential Density

The Council promotes a variety of house types and densities in close proximity to the town in order to ensure sustainable development through incremental growth, maximising the use of land, minimising suburban greenfield development and reducing the need for people to travel by private car.

Large-scale residential developments will be managed to ensure that recreational, educational, health and commercial facilities are adequate to meet the needs of the expanding population, in addition to the physical requirements of roads, water and sewage. Large-scale developments, particularly apartment complexes shall be of a scale and character that is not incongruous to the character of the town.

HDR	High Density Residential	40 units/hectare
LDR	Low Density Residential	20 units/hectare

POLICIES RESIDENTIAL

It is a policy of the Council to ensure that residential proposals: –

- R 1** Comply with the requirements of Appendix A; Development Guidelines and Technical Standards for Housing in Urban Areas, County Development Plan 2006 – 2012, Section 1.2 Standards and Requirements for Housing Developments in Urban Areas.
- R 2** Comply with the requirements of Appendix B; Childcare Strategy, County Development Plan 2006-2012, to secure the adequate provision of childcare facilities.
- R 3** Comply with the requirements of Appendix C; Housing Strategy, County Development Plan 2006 – 2012 and Part V agreements for the provision of social and affordable housing will be required on all lands zoned for residential or for a mixture of residential or other uses, in accordance with the provisions of the Planning & Development Acts 2000 – 2006.
- R 4** Comply with the requirements of Appendix E; Location, Siting and Design Guide – Urban, County Development Plan 2006 – 2012.
- R 5** Comply with the requirements of Appendix 2 of this document Design Guidance for Residential Developments.
- R 6** Require that on sites in excess of 1.0 hectare developers will be required to provide a variety of dwelling types, to counteract undue social and community segregation and to provide suitable housing for the elderly and disabled in accordance with Appendix 2.

It is the policy of the Council to: –

- R 7** Apply the current development charges or development contribution scheme, as is adopted by the Council at that time.
- R 8** Consider associated and ancillary community and neighbourhood uses, such as; play areas, community facilities, crèche's, schools, small convenience/neighbourhood stores and chemists to serve existing and proposed residential neighbourhoods.
- R 9** Consider single permanent houses/apartments on residential lands, established development sites, gap, infill/brownfield sites, on vacant upper floors and within the defined town centre/opportunity sites, provided that the developments prove compatible with existing and proposed neighbouring uses.

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- R10** Provide appropriate accommodation for the travelling community by implementing the 'Accommodation Programme for Travellers' 2005 – 2008.
- R11** Explore and implement the use of renewable energy and sustainable construction methods/materials in the current 2004 – 2008 housing programme.
- R12** Require that housing schemes incorporate safe pedestrian walkways, cycle ways and traffic calming measures, pick up/set down points for public transport/school buses and safe off-street play areas.
- R13** Facilitate the refurbishment of rundown/dilapidated dwellings whether for permanent or holiday home usage. Any proposal must respect the scale of refurbishment and any extension to same should respect the residential amenity of adjoining properties.
- R14** Holiday home proposals (including apartment units) will be considered in accordance with Policy RH6, County Development Plan 2006 - 2012.

2.2 COMMUNITY/EDUCATION/SPORTS INFRASTRUCTURE

OBJECTIVE: To make adequate provision for community, health, recreation and educational needs through the enhancement of available facilities and the provision of new additional facilities for the existing and future population of the town and its hinterland.

2.2.1 Background

Three Primary Schools, a Secondary School, Killybegs Tourism College (a school of Letterkenny Institute of Technology), a Community Branch Library, Fire Station, Community Hospital and Health Centre serve Killybegs. A range of clubs and societies are active in the town. In addition the Parish Council, an active community based group, are responsible for many ongoing activities including the Annual Street Festival, tourism projects, Heritage Museum and general town development.

It is widely recognised that quality health, amenity, recreation and educational facilities attract people and employers to towns as they contribute significantly to improved quality of life and good services. Therefore the Council will promote compact residential growth throughout the town to build up a population critical mass to sustain these and future community services.

2.2.2 Community/Childcare

The provision of community and childcare facilities promotes social and recreational activities, fosters social cohesion and improves the vitality of settlements. In addition, the provision of convenience stores, post offices, public houses, places of worship, youth clubs, arts centres, libraries, indoor and outdoor sporting facilities etc. improves quality of life and increases incidences of community interaction. Furthermore, when these facilities are developed in a compact manner and close to the residential areas they are to serve, they reduce the need for people to travel by private car both within the town and to adjoining towns is reduced.



There have been a number of positive recent developments in the town, including permission approved for a Community Play Park and a Family and Community Development Centre which will incorporate crèche, meeting/all purpose room, café, training facilities, offices and meeting rooms. The town has a new three bay fire station located beside the pier on St. Catherine's Road. The Irish Coastguard has a boat available in the town for sea rescues. A new Heritage Centre now occupies the former Carpet Factory Centre.

There are currently two private childcare facilities in the town, which cater for the care of up to 38⁷ children (Happydays Playgroup at the Old Niall Mhor School, capacity 18 children, and the Tir na Nog Montessori and Afterschool, capacity 20 preschool children).

⁷ Source – Donegal County Childcare Committee, 2003

While Killybegs hosts GAA, soccer and athletic clubs, it is considered that the town would benefit from additional recreational facilities, such as tennis courts or golf facilities.

2.2.3 Health/Education



Development of third level education will remain a priority for the region, as indicated in the Regional Planning Guidelines, where it stated that, focusing upon the quality and level of qualifications should have precedence, along with ensuring the establishment and maintenance of links with enterprise development. Future establishment of linkages between educational research and industrial/marine/renewable energies will be encouraged. The competitiveness of the region is fundamental to its economic development (Refer to Section 1.5.1; Pages 3 and 4).

The ongoing development of third level educational and research facilities at Killybegs Tourism College was further aided through a recent full amalgamation with Letterkenny Institute of Technology. Future expansion and development of the college and linkages with local industry will continue to be promoted in Killybegs.

There are currently three primary schools located near the town centre; Commons, Fintragh and the Niall Mór National Schools with a total of 359 pupils. St Catherine's Vocational School, is the only secondary school with 341 pupils, a gymnasium and a community hall which is managed by the Donegal Vocational Educational Committee, the school uses the gymnasium during the day, while the local community avail of the facility during evenings, weekends and holiday periods.

The North Western Health Board operates a Community Hospital in Killybegs (41 beds), a day hospital for the elderly provides physiotherapy and x-ray services, respite, short-term care and terminal care. The hospital provides a regional service from Glencolmcille to Carrick, Glenties, Bruckless and Dunkineely. There is also a health centre and ambulance service in the town. Killybegs Branch library on Bridge Street has an extensive array of books and has internet facilities.

POLICIES COMMUNITY/EDUCATION

It is a policy of the Council to:

- CE 1** Facilitate proposals which seek to improve existing and/or provide additional community, amenity, educational, sporting and health infrastructure.
- CE 2** Provide Killybegs with a community library under the second round of priority projects.
- CE 3** Facilitate the conversion of residential dwellings to appropriate community uses, provided that proposals do not adversely impact upon residential amenities and/or road safety.

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- CE 4** Ensure that developments comply with the requirements of Appendix A, Development Guidelines and Technical Standards, County Development Plan 2006–2012.
- CE 5** Ensure that developments comply with the requirements of Appendix B, Childcare Strategy, County Development Plan 2006 - 2012, to secure the adequate provision of childcare facilities.
- CE 6** Support the following range of uses, in liaison with the Health Service Executive, North Western Area;
Community Hospitals and nursing units/homes.
Health centres, social centres and day care centres for the older person.
Childcare and family support services.
Medical centres for the delivering of primary care.
Community mental health services.
- CE 7** To facilitate the provision of new and/or existing educational and ancillary facilities, for primary, secondary and tertiary levels.

2.3 TOWN CENTRE/RETAILING

OBJECTIVE: To facilitate a variety of compatible, compact mixed-use development proposals; including retail, professional, office, cultural, community and service uses within the town centre area (Refer to Map 2, Town Centre Map).

2.3.1 Background

Whereas most Irish towns have developed in linear form, Killybegs is different, it has developed organically around a natural harbour and within an often steeply rising landscape. While the setting, topography and street network have created an attractive and characteristic harbour town; these factors have also contributed to significant development constraints, access difficulties and traffic congestion.

The town has an obvious lack of particular services growing as it has, traditionally around its primary role as a fishing port. As a regional town, which supports a far-reaching hinterland, there is both the need and opportunity to facilitate the provision of a wide variety of shops and services within the town. This would serve to reduce the need for people to travel to Donegal Town and Letterkenny, retain investment within the town and supply new job opportunities.

2.3.2 Area of Townscape Character

These areas are of particular importance to the cultural, historical and social make up of the town, taken together they are recognisably Killybegs. Cultural Tourism is becoming increasingly and significantly important within the tourist economy and many people are now employed in the heritage tourism sector in Ireland. The conservation and enhancement of the traditional built environment of Killybegs will contribute to the attractiveness of the town ensuring that those visiting it will want to spend time there. Value added tourism projects could further capitalise on the investment and retention of visitors to the town.

Within Killybegs 'Old Town' the appearance of and patterns created by buildings reflect the town's history and geography, making it different from other towns within the County and indeed the Country. The meandering town streets are composed of a series of varied, deflecting building facades, which together make up and contribute to the character of the town.

This organic development form evolved historically due to the narrow construction of adjoining buildings, within narrow plots, along thoroughfares. Plot sizes and their narrow configuration determined building line and each building was often finished with slightly varying colours and materials. This variation ensures visual interest, a pleasant sense of enclosure and adds significantly to the charm and character of the town.

Old town roofs were gable ended, steep pitched, almost uniformly slate, stepped both up and down as viewed along the street, with stout chimneys containing a profusion of chimney pots. Again, the breaking up of form added visual interest and character.

Traditionally plot widths were narrow; therefore two and three storey buildings were constructed to accommodate additional spatial requirements. Shops/services were located on the ground floor with living accommodation on upper floors, these were the original 'mixed use' developments and hold the key to successful quality new developments.

POLICIES AREA OF TOWNSCAPE CHARACTER

ATC 1 It is a policy of the Council to preserve and enhance all Areas of Townscape Character and any significant development/redevelopment proposals, which will have an impact within this area, should submit a full design concept document for the site, outlining how any proposed development can be integrated into this distinctive area. Any proposal should also have regard to Appendix E: Location, Siting and Design – Urban of the County Donegal Development Plan 2006–2012.

Accordingly the Council will:

ATC 2 Ensure the retention and upgrading of traditional shop fronts and seek a high standard of design in any new shop fronts and advertising.

ATC 3 Seek to implement enhancement schemes, i.e. Environmental Improvement Schemes, Shopfront Improvement Schemes etc.

2.3.3 Retailing

Retailing in Killybegs consists in the main of convenience shops and gift stores. The compact urban form enables shoppers to combine multi purpose trips, thereby reducing dependence upon the private car. There are low levels of vacancy indicating a healthy and viable town. There is also demand for further retail growth within the town, however factors such as lack of vacant let-able floorspace, available land for development and/or car parking have constrained retail growth to date. In addition, Table 2 highlights the poor provision of both comparison/bulky goods, suggesting that people are travelling to larger retail centres for comparison goods.

Table 2. Floorspace in County Donegal 2005

Town	Convenience (m2)	Comparison (m2)	Total (m2)
Killybegs	1,332	1,202	2,534
County Total (21 main centres)	42,723	95,954	157,963

Source – Retail Strategy (County Donegal Development Plan 2006 - 2012)

While Killybegs is situated away from the N13/15 corridor it serves extensive rural hinterlands of South West Donegal. Individually, Killybegs cannot compete with the 'Inter Gateway/ Strategic Transport Corridor', however, the district cluster of Killybegs, Ardara and Glenties, and the local towns of Glencolmcille, Dunkineely, Kilcar and Inver, can, acting collectively possess the critical mass necessary for them to operate as effective district retail centres, with a range of higher order convenience and comparison outlets than currently experienced. Clustering would also enhance the urban strengthening objective applied to these centres.

2.3.4 County Retail Strategy 2006-2012

The Retail Strategy has identified Killybegs as a 'District Centre' within the Retail Hierarchy. In addition, the County Spatial Strategy has identified the town as a 'Centre for Urban Strengthening' within that hierarchy. It has also been identified as a 'Centre with a Special Function', with objectives to improve the built environment and regenerate obsolete areas.

The Strategy recognises that Killybegs has a wider rural and tourist population and that the working port is an attraction in itself; however this could be further enhanced through environmental improvements and better urban design.

2.3.5 Town Centre

The Council recognise the need for further retail and commercial growth in the town and acknowledge that there are significant constraints in terms of lack of vacant land, availability of town centre sites and lack of car parking spaces. Therefore the 'Town Centre' has been extended along St. Catherine's and the Shore Roads, and 'Opportunity Sites' have been identified, where a variety of retail/commercial and other compatible mixed uses will be considered (See Policies pages 20 and 21).

Many of the identified sites were zoned as 'Solely Fishing and Port Related Uses in the Killybegs Development Plan, Variation No. 2 1993, where the majority of fish processing and ancillary industries are concentrated. Whilst the Council will continue to support the development of these industries, it is considered prudent to consider alternative opportunities for these lands. The aforementioned current zoning of these lands will not allow for such economic diversification. These sites, located around the periphery of the existing town centre, comply with the Sequential Approach (See Section 2.3.10) and would serve to strengthen the town centre.

Developments in this area will be required to contribute adequate car parking and quality landscaping. It will be an objective of the Council to ensure that effective, safe pedestrian and cycle linkages be achieved and maintained between the historic town centre, residential areas and the identified sites in order to support pedestrian free flow between retail areas.

It is recognised that Killybegs (and the wider Donegal South West region) lacks a medium/large food store. The Council will seek to facilitate these retailing deficiencies, having due regard to the Sequential Approach (Section 2.3.10). Therefore retail proposals, which facilitate and enhance the sustainability, vitality and viability of the town, will be encouraged.

2.3.6 Targeted Urban Redevelopment Areas

These areas are being prioritised as they create the image of the town, to encourage visitors in and create an attractive backdrop for residents and visitors, alike they must be addressed positively.

The harbour/shore road is the most important thoroughfare in the town, linking as it does, the sea and the town. Unfortunately at present, the area is characterised by unattractive incoherent and weak urban form that effectively divorces the town from the sea and harbour.

There is now an urgent need to undertake a comprehensive overview of the old harbour area in order to guide appropriate future development. It is an objective of the council to reinvigorate these areas with quality strong coherent urban redevelopment ensuring that the harbour and adjoining areas become interactive utilised and valuable space. A major theme shall be to realise the potential of the harbour side and through regeneration to ensure that this area becomes a catalyst for revitalisation of the entire town.

In this regard the Council shall request that development proposals, for those areas zoned targeted urban redevelopment, fully address the harbour, both in terms of orientation and excellence in design. Most of the Targeted Urban Redevelopment areas reside at the interface between town and harbour, consequently particular attention shall be paid as to how proposals address this important strategic location.

In the areas identified Targeted Urban Redevelopment new development shall be required to include and promote pedestrian and cycle ways. Furthermore the provision of safe areas for community interaction, for example the provision of ground floor meeting spaces such as cafes and bistros shall be prioritised, proposals shall include incidental and formal, high quality and well defined public open space.

2.3.7 Location, Siting & Design Guide – Urban (Appendix II)

At present much of the town centre area is characterised by incoherent and weak urban form. The Council shall request that development proposals for these areas display excellence in layout, design, landscaping and orientation and comply fully with the requirements of Appendix II, Location, Siting & Design Guide - Urban. In these areas new development shall be required to include and promote pedestrian, cycling and safe formal and informal spaces for community interaction.

2.3.8 Land-Use Zoning

Table 3. Potential Retail Uses in Killybegs

Land Use Zoning	Shopping Type	Stores Considered
Town Centre	Convenience	Supermarkets
Town Centre	Comparison	Supermarkets
Opportunity Sites	Convenience	Medium-sized higher-lower order comparison stores Small floorspace shops
Industrial/ Employment (Edge and Out of Town Sites)	Bulky Goods	Limited retail warehousing/bulky goods/ factory outlets

2.3.9 Edge and Out of Town Sites

Significant lands have been zoned for Enterprise (Industry/Employment) Use, it is considered that Limited Lower Order Retail Warehousing (bulky goods and factory outlets) which require good accessibility, larger floor and car-parking areas are more suited to edge of and out of town locations. Proposals for edge of and out of town sites shall address issues such as:

Accessibility

- Increased pedestrian and cycle routes between retail areas.
- Additional measures for the elderly, children and physically impaired.
- Effective linking of the town centre to other retail areas.
- Adequate car-parking in accordance with Appendix A – Development Guidelines and Technical Standards, County Donegal Development Plan 2006-2012.

Parking

- Long term parking for businesses and employees to be located on the periphery, with shopper parking in close proximity to shops.

Public Transport

- Increased facilities such as pick up/set down points for public transport close to shopping areas.

Improvement of the Built Environment and Public Realm

- Additional street furniture, vegetation, formal and informal meeting places, lighting.
- Removal of visual clutter such as excessive advertising.
- High quality urban design, architectural and streetscape.

2.3.10 Sequential Approach

The Council will adopt the Sequential Approach when assessing retail proposals. Therefore:

- The preferred location of new retail development, where practical and viable, shall be within the Town Centre area.
- Where it is not possible to provide the form and scale of development that is required within the town centre (or where there are no sites available within the town centre), then consideration can be given to a site on the edge of the town centre⁸, so as to encourage the possibility of one journey serving several purposes.
- Only after having assessed the size, availability, accessibility and feasibility of developing sites and premises, firstly within the town centre and secondly on the edge of the town centre, should major retail proposals be considered on out of centre sites. Development in such locations should only be considered where it can be demonstrated that there are no town centre or edge of centre sites, which are suitable, viable and available.
- Developments should be readily accessible to a variety of transport modes, including provisions for those without access to a private car and those utilising public transport.

*Specific site locations should indicate strong adherence to the Sequential Approach of the Retail Planning Guidelines although this may be relaxed for the valued tourism comparison market, which often has different locational requirements to standard retailing.

2.3.11 Criteria for Assessment of Significant Proposals (Over 500m² gross)

Applicants for same shall convincingly demonstrate how their planning proposal address the following issues.

- Testing the proposal against the Sequential Approach, ensuring that other options have been considered.
- Impact upon the town centre, including cumulative impact.
- Baseline information and capacity/impact assessment is fit for purpose and transparent.
- Demonstrable need for the development.
- The relationship of the proposal to any Plan allocation/zoning.
- Contribution to the site and/or area regeneration.
- The quality of access by all modes of transport and by foot and bicycle.
- Role in improving the competitiveness of the County and sub-areas of the County.
- Role in sustaining rural communities.
- Contribution to the language, culture and sustainability of communities in the Donegal Gaeltacht; and
- Extent to which it is relevant to consider the imposition of restrictions on the range of goods permitted for sale.

⁸ Unlikely to be more than 300-400m from the edge of prime shopping area (less in smaller settlements). The distance considered convenient will vary according to local circumstances.

2.3.12 Environmental Improvements/Town Renewal Programme

The Council will support and encourage proposals for environmental improvements throughout the town, particularly at those areas marked Town Entry and within the Town Centre, including tree planting/landscaping schemes, street lighting, paving, signage and the provision of street furniture.

The Town Renewal Scheme began in 2006, with a budget of between €300,000 - €400,000. The scheme provides funding to carry out environmental/street improvements, and may well act as a catalyst for further economic and social renewal. Under the scheme works may include: the under-grounding of utilities apparatus, the provision of street furniture, landscaping works, town centre regeneration and off street carparking. Public consultation events were held in the town to assess opportunities and areas for priority investment.

2.3.13 Casual Trading (APPENDIX I)

Donegal County Councils (Killybegs Designated Casual Trading Area) Byelaws 2004 became effective from 13th February 2004. A site has been designated at the Shore Road.

OBJECTIVES TOWN CENTRE/RETAIL

- To support proposals to extend street lighting and paving from the new fire station and waste water treatment works on the Shore Road along the Roshine Road to the junction at the Carpet Factory Centre.
- To support proposals to develop a new promenade from the new car park along the Shore Road/Slipway to the Black Rock pier.
- To support proposals to remove unauthorised advertising structures, heavy goods vehicles and fuel trailers located throughout the town, particularly along approach roads.
- To promote the improvement and redevelopment of Bridge Street as a pedestrianised, inner urban area, craft street where cafes, art and antique shops and other speciality retail outlets may establish.

POLICIES TOWN CENTRE/RETAIL (See also – Policies Built Environment)

It is the policy of the Council to:

- TCR 1** Ensure that all retail proposals adhere to Appendix D; Retail Strategy, County Development Plan 2006–2012, Appendix E, Location, Siting and Design Guide: Urban, County Development Plan 2006–2012 and Appendix II of this document.
- TCR 2** Encourage and facilitate diversification and innovation in the town's retail sector, e.g. development of fish mongers, butchers, greengrocers, bakeries and farmers markets throughout the town centre to support the production and sale of local produce.
- TCR 3** Encourage and facilitate the development of retailing within the tourism sector.
- TCR 4** Encourage and facilitate better urban design and environmental improvements throughout the town centre area and in particular along the harbour.
- TCR 5** Facilitate proposals for the development of mixed use, high quality harbour frontage apartments, fisherman's wharf, hotels, maritime centre, cafes, bars and restaurants etc. within the town centre and on strategic opportunity sites to improve the vitality and viability of these area.
- TCR 6** Ensure the promotion of areas of Townscape Character and the retention and upgrading of traditional shop fronts and encourage utilisation of vacant upper floors within the town centre for a variety of compatible retail, office and or residential uses.
- TCR 7** Actively encourage the removal/redevelopment of vacant/derelict sites and the change of use of vacant and derelict buildings for a variety of compatible town centre uses, where it can be demonstrated that they do not adversely affect traffic safety and/or adjoining residential amenities and are not protected under the area of Townscape Character designation (The Planning Authority will

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consider the cumulative effect of such developments. Particular care must be paid to scale and massing, adjoining amenities, use of materials and privacy).

- TCR 8** Respect the established scale, character and heights of those adjoining properties within streetscapes. Proposals will be assessed in the context of areas of Townscape Character, Protected Structures (pages 24 and 25) and other buildings of architectural or historic importance, i.e. National Inventory of Architectural Heritage.
- TCR 9** Ensure that development proposals do not intrude upon or dominate important views and prospects (e.g. St. Mary of the Visitation Church).
- TCR 10** Facilitate leisure and entertainment facilities, for day and evening economies, providing such proposals do not adversely affect residential amenity.
- TCR 11** Facilitate the provision of public toilets within the town centre.
- TCR 12** Ensure that all commercial and business buildings and proposals by Public Authorities and Public Bodies contain signage in the Irish language of an area, size and prominence that is at least equal to the area, size and prominence of signs provided in other languages. Signage shall accord with the Appendix A; Development Guidelines and Technical Standards, Section 8, County Development Plan 2006 – 2012.

OBJECTIVES OPPORTUNITY SITES/SHORE ROAD

- **Lands reserved as Opportunity Sites shall facilitate alternative and more compatible mixed land-uses, e.g. retail, residential, tourist, professional service, educational & cultural uses to regenerate depressed inner urban/industrial areas within the defined Town Centre and other identified outlying areas.**
- **The Shore Road is a vital thoroughfare for the new harbour and through the town. However the area is characterised by a number of poor quality and redundant uses, which has resulted in a weak urban form, effectively divorcing the town from its primary asset, the sea.**
- **It is an objective of the Council to reinvigorate this area with high quality, coherent urban development and the maintenance and improvement of pedestrian walkways/cycleways along the Shore Road through environmental improvements.**

POLICIES OPPORTUNITY SITES

- OPP** Lands reserved as Opportunity Sites shall facilitate compatible mixed land-uses, e.g. retail, residential, tourist, professional service, educational & cultural uses to regenerate depressed inner urban/industrial areas within the defined Town Centre and other identified outlying areas. In all cases, the development proposal shall make a positive contribution to the space, having regard to the quality and character of the predominant streetscape. All new development shall accord with those development principles set out in Appendix E, Location, Siting and Design Guide: Urban, County Development Plan 2006–2012.

Additionally, the following Opportunity Sites; No's 1-5 and 8 have further policy guidance.

OPP 1-5 Opportunity Sites 1 – 5, occupy significant and important shorefront sites (Identified on Map 2: Town Centre Area) and accordingly an excellent standard of design, layout, service and public space provision on these lands shall be required.

Opportunity Site 2, (old Pier) may accommodate a Fisherman's Wharf to include shops, crafts etc. with a maritime theme.

OPP 8 Developments within Opportunity Site 8 shall be required to provide high quality mixed use developments with particular emphasis on the provision of safe areas for community interaction, proposals shall include incidental and formal, high quality, well defined public open space, pedestrian thoroughfares (interconnectivity), enclosure, opportunities for informal surveillance and landscaping proposals.

(See also Policy TCR 5, which applies to these sites. 'Facilitate proposals for the development of high quality harbour frontage apartments, fisherman's wharf, hotels, maritime centre, cafes, bars and restaurants etc. within the town centre and on strategic opportunity sites to improve the vitality and viability of these areas').

2.4 CONSERVATION OF THE NATURAL AND BUILT ENVIRONMENT

OBJECTIVE To protect identified natural and built environments for the enjoyment of present and future generations.

The natural and built environments consist of landscapes, flora and fauna and built heritage. These natural and built environments have been inherited by present generations and it is our collective responsibility to safeguard these assets for the enjoyment of present and future generations.

2.4.1 Natural Environment

Killybegs sits within a natural harbour and is surrounded by rugged, scenic, elevated lands. Much of the surrounding lands are inaccessible and un-serviced. It is important to protect the natural environment and setting of the town as there is significant potential to capitalise upon a clean and unspoilt environmental image and recent and proposed tourism developments; e.g. new hotel, heritage museum, proposed marina, apartments.

Areas within the Plan have been identified as 'Local Amenity/High Scenic Amenity'. There is an opportunity to protect these open spaces that are often elevated or contain tree stands and are important to the setting and attractiveness of the town, for a wide variety of recreational and amenity activities, including linked walkways and cycle ways. Such areas provide many opportunities for community woodlands etc. and such uses will be promoted to retain wildlife habitats, promote recreational activities and provide high quality resources for eco and added value tourism.



As early as 1979, the Killybegs Development Plan identified, 'The Rough Point/Cats Castle area for a town park and the provision of pleasure boating and local recreational facilities, this is an area of significant archaeological, cultural, historic and religious interest, and brings great enjoyment to thousands of locals and tourists alike'. This area, the Green Hill area, riverside lands and other elevated lands throughout the town provide unparalleled opportunities for tourism and amenity use. Accordingly, these and other lands are now zoned as Local Amenity/High Scenic Amenity to maintain and encourage public access and enjoyment of historical, environmental and high amenity areas.

Notwithstanding changes and restructuring within the offshore fishing industry, it is envisaged that aquaculture operators will play an increasingly important role in any future Integrated Coastal Zone Management. The Council are also committed to identifying appropriate strategies for the implementation of Integrated Coastal Zone Management (ICZM) frameworks.

2.4.2 Public Open Space

Where an overall design concept for development cannot accommodate the provisions for open space as required by the Planning Authority alternative arrangements shall be considered. Such arrangements may include a contribution in lieu to a communal public space or amenity development, which benefits residents, or the provision of more intensive on site recreational facilities.

In certain circumstances, for example, where a major area of public open/high amenity space is available, in close proximity to a proposed housing development, the requirements regarding the provision of open space may be relaxed.

It will be conditional that such adjacent open/high amenity space is suitable for use by the residents of the housing scheme, and adequate access shall be available and provided to such open space. In these circumstances a financial contribution shall be required towards the cost of the provision and improvement of the space being availed of, or alternatively the Council may accept a situation where suitable community facilities are provided in lieu of the developers open space requirements.

In addition, small and low-density infill housing schemes may not be required to comply with the open space provision requirements, provided adequate play areas are provided, together with areas provided with hard landscaping, suitable for passive recreation. The suitability of each such scheme in this respect will be considered on its individual design merits. Adequate boundary treatment and landscaping is required when open space bounds a main access

road. All mature trees and other amenity features are to be retained and integrated into the development.

POLICIES NATURAL ENVIRONMENT

It is a policy of the Council to:

- NE 1** Ensure that all open space proposals accord with those principles contained within Appendix E, Location, Siting and Design Guide: Urban, County Development Plan 2006 – 2012
- NE 2** To promote strong Town Entry improvements at the entrances of the town (identified on the land use map) consisting of quality hard and soft landscaping and the removal of incompatible or redundant uses, which occupy strategic shorefront sites.
- NE 3** Promote the establishment of a coherent and legible entrance to the town, a clear distinction between rural and urban environments, through the use of environmental improvements within Town Entry areas and to oppose developments which detract from Town Entry setting.
- NE 4** To protect and maintain the sensitive environmental habitat of the estuary identified as Area of Local Nature Conservation. This area shall be maintained and enhanced to provide a high quality environmental image along a major approach route to the town, the development of a public pedestrian / cycleway around this estuary shall be promoted.
- NE 5** Ensure the retention of existing trees, hedgerows and stone walls and seek further planting as part of development proposals.
- NE 6** To provide for an appropriate buffer zone along the river corridor.
- NE 7** Require that multiple residential proposals provide a minimum of 15% of the total site area, as public open space.
- NE 8** Promote the protection of Local Amenity/High Scenic Amenity areas and the development of recreation/amenity uses and Community Woodlands within such areas.

2.4.3 Built Environment

Killybegs is one of six historic towns in the County, identified on the Record of Monuments and Places as a Zone of Archaeological Potential, (i.e. a place of intense archaeological presence). This rich historical and archaeological heritage, is evident in the numbers of structures identified on the Record of Protected Structures (Table 4), the Dúchas National Inventory of Architectural Heritage and in the Record of Monuments and Places.


2.4.4 Record of Protected Structures (RPS)





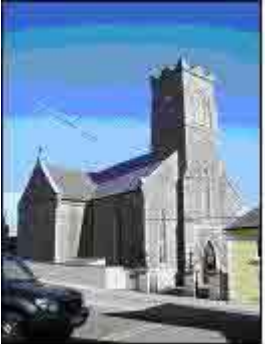



There are seven Protected Structures in the town, recorded as 'regionally' important. Protected structures are recorded and afforded protection because of their special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. While the prime objective of the Record of Protected Structures is to protect the important structure and its setting, proposals for the sensitive restoration, extension and alteration of Protected Structures are positively encouraged by the Planning Authority.

In addition, owners/occupiers of Protected Structures, may seek written declarations from the Conservation Officer, to determine whether proposed works require planning permission or whether the level of works proposed would materially affect the character of the structure or any element of the structure that contributes to its special interest and therefore uniqueness. It is an objective of the Council to make further additions to the Record of Protected Structures throughout the life of the Plan.

Table 4. Record of Protected Structures

RPS No./ Reference	Structure/ Address	Description/Rating/Interest	Photograph
1/ 40909703	Coastguards Station/ Corporation, Killybegs	Detached 6 bay, 2 storey former coastguards station built in 1866 with single bay 3 storey tower to south west with oriel machiolated windows to 3 sides and projecting single storey entrance porches to rear, still in use as housing. Rating - Regional Architectural/Technical/Social	

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2/ 40909701	St. Johns Church/ Corporation, Killybegs	Detached Church of Ireland built in 1829 with polygonal chancel added to south and steeple completed 1856-62; projected gabled vestry to east. Rating – Regional Interest - Architectural/Technical/Historical	
3/ 40909705	National School/ Corporation, Killybegs	Detached 9 bay single storey former national school built 1850 with 2 storey gabled 2 storey projecting end bays with canted bay windows, gabled projecting central entrance bay with bellcote over and gabled entrance porches facing each other. Rating - Regional Interest - Architectural/Technical/Social	
4/ 40909702	St. Mary of the Visitation/ Corporation, Killybegs	Detached gothic revival Roman Catholic church built c. 1860 with gabled 3 bay, 3 storey transepts, sacristy to north and tower to south west and crying chapel extension to eastern corner. Rating – Regional Interest - Architectural/Technical/Historical/Social	
5/ 40909704	The Old Rectory (Glebe House)/ Glebe, Killybegs	Detached 3 bay two storey former Glebe House built c. 1830 with two storey return to rear, conservatory to south and single storey porch to frontage, c. 1910, bow window to south-east. Rating – Regional Interest - Architectural/Social/Interior/Materials	
6/ 40909715	Lighthouse, Rotten Island/ Carntullagh, Bruckless, Killybegs	Detached five bay, single storey lighthouse keepers house built 1837-8. Rating - Regional Interest - Architectural/Personality/Social	
7/ 40909719	Robinsons School	Detached two storey three bay, former school providing teachers accommodation below, built c. 1838. Rating - Local Interest - Historical/Cultural/Social	

2.4.5 Archaeological Heritage/Recorded Monuments

A number of Recorded Monuments have been identified and protected, around the town, (see Map 3) in accordance with the provisions of the National Monuments (Amendment) Act 1994. The town also has three important and protected historical heritage sites, these include; the ruins of Cats Castle, St Catherine's Well and the Old Church and Graveyard, all located in the Glebe area. These historic sites have been places of pilgrimage for many centuries, and also a place to relax and reflect, bringing comfort and pride to the local community. There are also many Neolithic Tombs and Mass Rocks dating back to the penal times in the 17th Century.



Since 2005, all recorded monuments on the Record of Monuments and Places (RMP) under the ownership of the Council are now 'National Monuments', in accordance with the National Monuments (Amendment) Act 2004, this includes the old burial ground in the Glebe area. Written permission must now be obtained from the Minister of the Environment, Heritage and Local Government before any works take place on, or near, these sites.

Table 5. Recorded Monuments

No. on Map 3	Monument	Townland	Reference
1	Wedge Tomb	Largynagreana	DG097-001
2	Ringfort (Rath / Cashel)	Largynagreana	DG097-00201
3a	Souterrain	Largynagreana	DG097-00202
3b	Mound	Largynagreana	DG097-003
4	Court Tomb	Cashelcummin	DG097-011
5	Town (Entire mapped area)	Corporation, Killybegs	DG097-015
6	Enclosure Possible	Glebe	DG097-016
7	Castle Site	Killybegs	DG097-01501
8	Church/Graveyard *	Glebe	DG097-01502
9	Holy Well	Glebe	DG097-01503
10	Castle	Glebe	DG097-01504
11	Enclosure Possible	Glebe	DG097-028
12	Enclosure Possible	Roshine	DG097-030
13	Court Tomb	Binroe	DG097-029

*National Monument

POLICIES BUILT ENVIRONMENT

It is a policy of the Council to -

BE 1 Have regard to 'Architectural Heritage Protection – Guidelines for Planning Authorities, DoEHLG, 2004' for the assessment of all proposed works to or within

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Protected Structures, to respect the character and special interests of the structure and to use best conservation practice and procedures.

- BE 2** Require that all development proposals within the archaeological complex (Zone of Archaeological Potential) and those affecting Protected Structures (RPS), their curtilages and or settings, and identified Recorded Monuments, shall adhere to Architectural Heritage Protection – Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government, 2004. In such instances, development proposals shall be referred to the County Heritage and Conservation Officers.
- BE 3** Ensure that any development, modifications, alterations or extensions affecting a Protected Structure, adjoining structure are sited and designed appropriately and are not detrimental to the character of the structure, its setting or character.
- BE 4** Encourage and provide advice for appropriate proposals to restore, redevelop or re-use, Protected Structures to ensure that the structure has a long and sustainable future and does not fall into disrepair through neglect. The Council will encourage pre-planning discussions with the Conservation Officer, in respect of such proposed works and those in the vicinity of a protected structure.
- BE 5** Implement the annual Conservation Grant Scheme for Protected Structures, through grant aid by the DoEHLG.
- BE 6** Have regard to Appendix E: Location, Siting & Design, Urban (County Donegal Development Plan 2006 – 2012) and Residential Guidance accompanying this Plan.

2.5 INDUSTRY/EMPLOYMENT

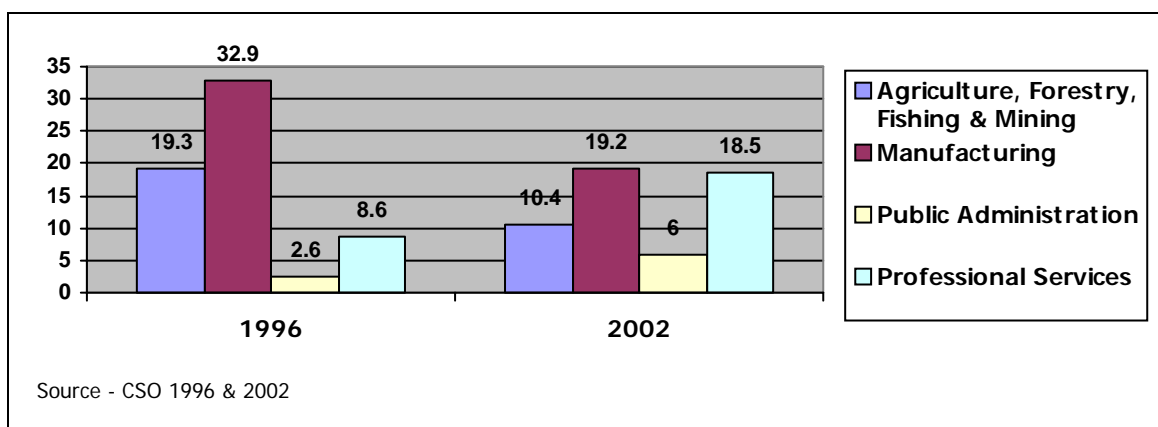
2.5.1 Background

Killybegs remains the premier fishing port in Ireland. Fish processing and onshore-based ancillary activities (i.e. the manufacture and repair of boats, synchrolift, electronics, hydraulics, marine engineering and fabrication, net making and repair, water purification and waste treatment), support both local and international fishing industries, and are extremely important to the town.

In recent years, however, there have been a number of job cuts in fishing and its ancillary industries and many of those employed are on temporary seasonal contracts. The nature of the fishing industry and port operations must adapt to changing economic influences in order to ensure stability.

The Council recognises the importance of the related socio-economic activity centred in Killybegs. The maintenance and continued growth of the critical mass in port related businesses is essential for future development. Consequently the Council are committed to safeguarding the role of Killybegs as a centre of fleet activity, processing and ancillary services. The town is capable of positioning itself as a premier European fishing port due to its strategic location, deep-water port and unrivalled onshore infrastructure.

Table 6. Killybegs Industrial Base/% Distribution of Employment (1996/ 2002)



STRATEGIC OBJECTIVES

- SO1** To safeguard and enhance the role of Killybegs as the centre of fleet centre, processing and ancillary services.
- SO2** To support the development of added value food processing (particularly in the fisheries sector).
- SO3** To support the development of Information Technology, Telecommunications, Pharma and Bio-Technology.
- SO4** To support the role of Killybegs as a 'Key Interest Centre' in the County, through the development of an Enterprise (Industry and Employment) Park, with emphasis upon the Service Sector (particularly in the special skilled area of tourism; i.e. Killybegs Tourism College).
- SO5** To support the creation of a positive employment-generating environment, which can attract inward investment, supported by a strong research and development base.
- SO6** To support the diversification of job creation and promote small-scale start up enterprises and incubator units.

2.5.2 Regional Planning Guidelines 2004

The Regional Planning Guidelines recognise the significant contribution of coastal resources, in the context of the fishing industry, and acknowledge the severe economic pressures in recent years. The existence of deep-water port facilities is a key resource for the region, with potential to explore new commercial shipping opportunities in areas such as, e.g. tourism, import/export markets, services sector and added value production. The development potential of marine tourism and the leisure sector will promote economic development at regional level. The guidelines have identified Killybegs as a 'Small Sized Town for Urban Strengthening'.

The County Donegal Development Plan 2006 – 2012 recognises the importance of key development corridors. Killybegs is grouped within the N56 'Atlantic Arc', which includes settlements serviced by the N56 Strategic Infrastructural Corridor. Through a process of Urban Strengthening the towns along this arc will perform locally important roles. Undoubtedly Killybegs' strategic marine location and harbour facilities offer competitive

advantages over other areas for the development of fishing/marine related activities including imports/exports and the potential for Killybegs to operate as a service centre for renewal energy industries and offshore oil and gas industries.

The Plan supports the ongoing improvement of roads infrastructure, broadband provision, ESB upgrades, gas connections and all other infrastructural improvements.

2.5.3 Economic Diversification

Existing industry and employment in the town is predominantly fishing related. Most of these employers are located within or adjacent to established residential areas, around the Shore and St Catherine's Roads. Notwithstanding the significance of these industries, there is now widespread recognition of the need to diversify to alternative industries, particularly service-based employment, as nationally and internationally there has been a shift from traditional heavy and primary industries to service and tertiary industries.

The Council acknowledge the need to provide opportunities for the diversification of these industries, where they are no longer sustainable. Accordingly, the lands have been identified as Opportunity Sites (See policies Opp, Opp 1-5 and Opp 8) within an extended Town Centre Area.

The reuse of these lands represents significant redevelopment opportunities for the town, the growth of which has been significantly constrained due to traffic congestion, heritage concerns and a lack of car parking and land available for development.

Killybegs is identified as one of five 'Centres of Excellence'⁹ in the County Development Plan, whereby the Council would promote and support a variety of industrial/commercial uses and create conditions to enable the town to compete nationally and internationally for inward investment and high growth indigenous industries (manufacturing and services).

2.5.4 Harbour/Port Related

The Council recognises the importance of clusters for fishing related socio-economic activity centred on Killybegs (Greencastle and Burtonport). Such centres act as vital economic catalysts for their respective local economies and the achievement of critical mass is essential for future development. Consequently the Council are committed to safeguarding the role of Killybegs as a centre of fleet activity, processing and ancillary services.

The new harbour facilities provide 450 metres of new quay, cargo sheds, hardstand/open storage area, a boat repair building and 1,400 sq metres of harbour offices (providing accommodation for the Harbour Master, the Department's Sea Fishery Officers, Bord Iascaigh Mhara, the Marine Institute, Customs and Excise and a one-stop shop for the fishing industry in the North West). While fishing would remain the mainstay of the port, a major drive has been initiated to market the port as a facility for commercial vessels¹⁰. These facilities will enhance the viability of the proposed Enterprise (Industry and Employment) Park.

These new facilities and the deep-water port are suitable for a variety of alternative functions including berthage for larger vessels, including leisure craft, imports and exports (e.g. aggregates/timber). Recently, new opportunities have arisen for the offshore exploration and processing of oil and gas. In addition, Killybegs is ideally placed to become a service centre/strategic base for the development of renewable energies/technologies (e.g. wind, hydro/ tidal).

⁹ County Donegal Development Plan 2006 - 2012

¹⁰ www.killybegsharbour.ie

The Council will support and promote the sustainable development of the aquaculture sector. Furthermore, it is recognised that aquaculture harvesting and associated processing have the potential to provide an economically viable and sustainable alternative to commercial fishing. While the licensing of aquaculture is outside the control of the Council, there is a need to integrate aquaculture into Integrated Coastal Zone Management strategies. Consequently it is envisaged that aquaculture operations will play an important role in any future Integrated Coastal Zone Management.

POLICIES HARBOUR/PORT RELATED

It is a policy of the Council to:

- HP 1** Safeguard and enhance the role of Killybegs, as a centre of fleet activity, processing, and ancillary services and to promote the diversification of such locations into new areas of marine related economic activity.
- HP 2** Promote the development of a strong and prosperous fishing industry and associated land use activities capable of adapting to changing markets and supporting the communities that depend thereon.
- HP 3** Facilitate the development of a Fisherman's Wharf along the Old Pier with shops and restaurants that promote a strong Maritime ethos.
- HP 4** Facilitate the development of a Marina, Boat Station and ancillary infrastructure for Sea Angling within the inner harbour area.

2.5.5 Market Assessment of Killybegs

In January 2004¹¹, a Market Assessment was prepared to assess the feasibility of developing an Enterprise Park (including a Centre of Excellence for a Food and Business Park) within the town. The report concluded that, there was significant potential for Killybegs to develop as a service centre for the offshore exploration and oil and gas production industries due to the deep-water port and harbour facilities. In addition, the technical knowledge that exists through maintenance and fixing of equipment, sharing of local skills and expertise, fabrication with respect to machinery etc. The potential spin-off from other exploration activity is more likely to benefit the local area (e.g. servicing supply boats, handling waste, storage compound space, hydraulics/fabrication). There is also potential to create employment through maintenance (exploration, drilling)'.

The recommendations within the Market Assessment indicated that there exists untapped development potential and that targeted interventions are needed on an inter-agency and inter-departmental basis, to ensure that Killybegs can take full advantage of enterprise development opportunities in the town. There is a need for potential branding of Killybegs, e.g. (hub for services sector, centre for excellence for seafood).

2.5.6 Enterprise (Industry and Employment) Park

An earlier feasibility study was carried out in 2000 to investigate opportunities towards developing an enterprise park. The consultants¹² report concluded that, while the ground profile would require extensive earthworks, lands were available given general suitability in terms of foundation design, readily serviceable lands, insignificant visual intrusion and positive indicative site acquisition and development costs.

¹¹ Community and Enterprise Division, Donegal County Council

¹² Jennings O'Donovan and Partners.

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There are 33.5 hectares currently zoned for 'Solely Industrial' uses within the 1993 Killybegs Development Plan. The majority of these lands remain undeveloped, despite approval for the Stoneyhill Industrial Estate (these lands have provided temporary open storage space for equipment associated with the offshore gas industry and for wind turbines). The Council recognises the longer-term development opportunities, (e.g. industrial/employment and or bulky retail uses (See Section 2.3.6) which will arise as more lands are made ready for temporary storage uses. In addition a new Industrial road is currently being constructed through these lands to service the development of an Enterprise Park.

These lands shall remain so zoned for employment/industrial use, to enable and stimulate business/industrial investment. The Council will not prescribe specific employment uses within the Enterprise Park as these will be market led. Notwithstanding this, the processing of frozen foods is considered to be a viable opportunity within the Enterprise Park.

POLICIES INDUSTRY/EMPLOYMENT

It is a policy of the Council to -

- IE 1** Facilitate the development of an Enterprise (Industry/Employment) Park in Stoneyhill.

- IE 2** Ensure that all industrial/commercial proposals adhere to Appendix A: Development Guidelines and Technical Standards, Section 3, Industrial and Commercial Development, County Development Plan 2006 – 2012.

- IE 3** Ensure that all industrial/commercial proposals can be integrated/landscaped within their environments, and are interlinked with good accessibility, room for vehicular movements/deliveries, onsite car-parking and infrastructural services.

- IE 4** Ensure that proposed uses shall be compatible with existing land uses.

2.6 ROADS/TRANSPORTATION

OBJECTIVE To provide a safe and efficient vehicular, pedestrian and cycle infrastructure and to provide opportunities for the growth of public transport.

Killybegs is situated along the R263 Regional Road and just off the N56 National Secondary Road. The National Roads Authority (NRA) proposes to upgrade the N56 from Mountcharles to the Five Points, Killybegs. This is necessary to cater for the high volumes of traffic and heavy goods vehicles (HGVs) along this route and will enable Killybegs and the entire South West region to fully develop their economic and tourist potential, following recent investment in roads and harbour infrastructure. At present, traffic flows, the poor condition of the existing road and the necessity for travel through congested villages have resulted in increased travel times, a reduction in road safety and greater environmental impacts along the N56.

2.6.1 Traffic Management

The introduction of the one-way traffic system and the Shore Road improvements have improved accessibility by alleviating congestion around the town centre. The Shore Road provides the primary source of access for the fishing industry. This road will continue to serve the needs of the port and its associated industries.

Despite these improvements however, the town centre area still suffers from congestion and a lack of car parking spaces. The proposed extension of the town centre area will provide opportunities to establish new mixed-use developments, car parking and will improve pedestrian mobility and interconnectivity between these lands.

2.6.2 Public Transport

At present there are a number of local bus services operating between Killybegs and the rest of the County, Letterkenny, Donegal Town, Sligo and Galway. In addition, two bus services connect Killybegs with Dublin. Up to 6 private taxi operators also provide transport services in and around the town. The Council will seek to facilitate the infrastructural needs of public and private bus and taxi services.

The Council will facilitate proposals for the integration of public transport services, particularly the development of facilities/infrastructure (e.g. bus terminal) for park and ride, taxis, buses, pedestrians and cyclists, in strategically and centrally located locations.

2.6.3 Proposed New Roads

For many years, the lack of a feasible road/by-pass alignment, delayed the development of areas of land in the town. A number of alternative Outer Relief Road routes¹³ were surveyed in 2004. Following extensive analysis, engineering, archaeological, hydrological assessments as well as safety audits and impacts upon land severance, by Donegal County Council's Roads and Transportation Directorate, a preferred route was identified. Two periods of public consultation followed, and most recently, on 3rd June 2005, the Roads and Transportation Directorate and Planning staff held a public workshop to present a number of proposed new road options and to discuss land-use issues in the town. The original preferred route is now presented in this Local Area Plan. This route is now reserved as a development free corridor for the strategic development of this road. It is intended that this new road (developer led) will open up further lands for development purposes and will provide an effective, relief route around the town.

¹³ Killybegs Outer Relief Road – Draft Route Selection Report, May 2005 / Road Design, Donegal County Council

Other significant and new road proposals have recently been considered by Donegal County Council and the National Roads Design Office in and around the town to improve accessibility, and ease congestion. 1) **Industrial Road**, 2) **N56 Killybegs (Five Points)/Mountcharles Realignment** (Outside the Plan Boundary). Further to this **New Link Roads** shall be reserved as development free corridors (developer led) and shall open up further lands for development purposes.

2.6.4 Industrial/Inner Relief Road

Construction has started on the proposed new 'Industrial Road'. The proposed road will extend through the Green Hills area from St Catherine's Road to the Glenlee Road/Kilcar Road Junction R263, therein avoiding the Carpet Factory Junction. A new roundabout and traffic calming measures at this junction will re-divert heavy goods and through traffic, and ease congestion through the town centre.

Vehicular access onto the road shall only be made through agreement with the Roads and Transportation Division, Donegal County Council. All junctions shall be designed to the National Roads Authority standards in the Design Manual for Roads and Bridges (DMRB).

Development proposals, which would be facilitated by the construction of this relief road, may be required to make a development contribution towards the cost of the road, having regard to the scale and nature of the proposed development and the anticipated additional traffic the proposed development is likely to generate.

2.6.5 Outer Relief Route

The Killybegs Outer Relief Road will provide controlled/restricted access to areas of land, north of the town, to assist with the development of the town by opening up new land for attracting investment, securing job opportunities and promoting growth in the southwest of the County. It will also provide an alternative route for heavy goods vehicles (HGV's) associated with the fishing and port related, import/export industries.

Following careful assessment of the Killybegs Outer Relief Road, a Route Selection Report was prepared in 2005, which analysed all aspects of the proposed road, including air quality, noise, traffic generation, drainage, agricultural severance, ecological and archaeological impacts, cost estimates etc. the preferred route was nominated.

The proposed road will certainly reduce congestion by diverting traffic around the town. It will also improve access and aid industry within the proposed Enterprise Park.

Development proposals, which would be facilitated by the construction of this relief road, will be required to make a development contribution towards the cost of the road, having regard to the scale and nature of the proposed development and the anticipated additional traffic the proposed development is likely to generate. (Design standards, new vehicular access roads and the rate of contribution will be determined by the Roads and Transportation Division, Donegal County Council and the Design Manual for Roads and Bridges (DMRB). Donegal County Council and other funding sources will also aid efforts to complete road sections.

2.6.6 Access Protection

A number of potential access points have been identified on Map 1 to facilitate further incremental and sustainable development within backlands and to ensure that no development will prejudice either vehicular or pedestrian access – (See Policy RT 3).

2.6.7 Car Parking

There are a number of public car-parking areas within the town centre (identified on Map 2), however it is considered that there is still a need to provide further car-parking spaces. While the long-term objective within the town centre is to utilise the existing space, derelict sites and brownfield lands for a variety of retail, professional, residential, cultural etc. uses, the Council also recognises the importance of identifying car-parking spaces and accepts that the temporary use of land for car-parking represents a convenient short term solution to the problem.

POLICIES ROADS/TRANSPORTATION

It is a policy of the Council to -

- RT 1** Continue to upgrade and provide an adequate road infrastructure for Killybegs and its harbour to strengthen its position and to improve logistical efficiency and ensure that pedestrian and cycle ways are provided along all routes designated for same, new routes and all routes for road widening.
- RT 2** Reserve lands (identified on Map 1) for the construction of the proposed Inner Relief Route, Outer Relief Route and New Link Roads. The creation of access points onto such roads will be strictly limited to safeguard the carrying capacity and safety of the route and shall be agreed in writing with the Road Design Office, Donegal County Council.
- RT 3** Reserve a number of new access roads (identified on Map 1) to facilitate future development opportunities by opening up backlands and improving accessibility and circulation around the town.
- RT 4** Facilitate adequate off street, car parking spaces, commensurate with the County Donegal Development Plan 2006 - 2012, Appendix II, Development Guidelines and Technical Standards 3.2.5.
- RT 5** Promote the shared and sustainable use of car parking spaces between alternate uses within the town centre, e.g. commercial parking throughout the day and residential parking during the evenings.
- RT 6** Facilitate the development of an off street extended car parking and coach parking area adjacent to the Blackrock Pier.
- RT 7** Facilitate the infrastructural needs of public transport including taxis and public/private bus services.
- RT 8** Require development proposals to contribute to the cost of road widening schemes/resurfacing works and the provision of footpaths and lighting and car parking which will facilitate those developments, in accordance with the Development Contribution Scheme.
- RT 9** Ensure that all public footpaths, pedestrian links and cycle ways are designed and constructed to be accessible to all and not impede pedestrians and those with impaired mobility and further accord with those principles contained within Appendix E: Location, Siting & Design, Urban (County Donegal Development Plan 2006 – 2012).
- RT 10** In areas marked Road Widening Reserve any development adjoining the road shall, as part of development proposals and to the satisfaction of the Roads Engineer, facilitate the widening and upgrading of that area of road. Such proposals shall

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include the provision of lighting, pedestrian walk/cycleways, bus stops, tree planting etc.

2.7 TELECOMMUNICATIONS/WATER AND SEWERAGE INFRASTRUCTURE

OBJECTIVE To identify and facilitate the provision of telecommunications, water and sewerage infrastructure to facilitate sustainable town, residential and economic growth.

2.7.1 Telecommunications

The creation of an affordable and accessible information society is a vital catalyst for the economic, social and cultural development of the town. Killybegs has recently been provided with high-speed broadband connections.

POLICIES TELECOMMUNICATIONS

It is a policy of the Council to -

- T 1** Facilitate the ongoing development of telecommunications infrastructure and support high-tech and service industries.
- T 2** Ensure that all applications relating to telecommunication antennae and support structures adhere to County Donegal Development Plan 2006 – 2012, Appendix A; Development Guidelines and Technical Appendix and published government guidelines on telecommunications antennae.
- T 3** Require applicants for telecommunications antennae and support structures to engage in pre-application discussions with local stakeholders with a view to addressing local concerns regarding the siting of same.
- T 4** Ensure that all proposed cables and pipes (electrical, gas, water, sewage, phone, broadband, fibre optics etc.) be kept underground to preserve residential amenities, public safety and to protect and enhance the visual character of this historic town.
- T 5** Encourage the integrated ducting and under-grounding of public and private utility and telecommunication infrastructure and services to preserve local amenities, the visual character of the area and to minimise ongoing disruption to the local road network.

2.7.2 Energy

OBJECTIVE To facilitate and support the provision of renewable energy and the ESB's or other utilities attempts to upgrade the 110 KV electricity network.

Killybegs is currently serviced by a 38kV electricity supply. The ESB have highlighted Killybegs as one of three centres in the County where there are network supply problems. The Council will continue to address the issue of infrastructure, by designating infrastructural corridors within and into the County, providing for, in particular broadband, telecommunication, energy, electricity, gas, road, air, water and rail access, water supply and waste water disposal.

National policy guidance (National Spatial Strategy and the Regional Planning Guidelines) highlight the importance of facilitating and supporting the provision of renewable energy and the upgrade of the 110kV electricity network. The Spatial Strategy emphasises a particular

need to strengthen energy networks upgrade existing lines, install and/or upgrade transformer stations and provide new lines in the Border and the North West.

The discovery of offshore oil and gas fields (Rockall North East and Corrib, County Donegal and Mayo respectively) has led to considerable investment in Killybegs as the primary service port for proposed developments. Killybegs is conveniently located, has excellent facilities and knowledge base and a deep-water port to operate as a service base for wind farm infrastructure and for the exploration and offshore production of oil and gas.

2.7.3 Water/Sewerage Infrastructure

To facilitate long-term town, residential and economic growth it is essential to prioritise water supply schemes, thus ensuring that supply can match increased demand. At present all wastewater and some storm water produced by the town are collected in a single pipe system. The wastewater stream has been unable to cope with the demands, particularly the huge volumes of water required for fish processing. The network is ageing and increasing demands on supply exasperates the condition of the network. The Council are committed to providing treatment facilities in order to eliminate the discharge of untreated wastewater into the inner harbour. A new approved municipal treatment works will be located and screened from view in Glenlee forest, while the fishing industry will carry out their own treatment. Both systems will discharge via a common outfall to the Outer Harbour.

Access to the treatment works site will be through the proposed Enterprise (Industry/Employment) Park (N.B. access will not be permitted via the Roshine Road). The provision of this new treatment plant will enhance the quality of the natural environment, improve water quality within Killybegs Inner Harbour, facilitate expansion of mariculture and recreational activities, reduce odours associated with the present system, eliminate the discharge of untreated wastewater into the inner harbour area, and facilitate further residential and commercial development within Killybegs. Domestic waste-water from the town and various extensions (including the Fintragh Road) will be collected and pumped to the proposed treatment works in a sewer network separate from the fish industry network.

POLICIES WATER/SEWERAGE/INFRASTRUCTURE

It is a policy of the Council to -

- WS 1** Provide water of sufficient quantity and quality to serve the current and future residential and commercial needs of the town.
- WS 2** Require that residential developments adhere to County Development Plan 2006 – 2012, Appendix A: Development Guidelines and Technical Standards, and particularly Section 1.3, Recommendations for Foul Drainage Treatment Plants/Monitoring and Take Over of Housing Schemes.
- WS 3** Require that the provision of roads, footpaths, sewers and drains and standards of construction be carried out in accordance with the DoEHLG, 'Recommendations for Site Development Works for Housing Areas (1988)'.
- WS 4** Require development proposals to upgrade or extend existing services to facilitate their development proposals.
- WS 5** Facilitate the development of the new Waste Water Treatment Plant and associated network for the town.

2.8 TOURISM/MARINE/RECREATION

OBJECTIVE To accommodate proposals that will support the local tourism product, marine leisure and recreational activities.

2.8.1 Tourism

Many visitors to the region enjoy eco tourism pursuits such as walking, golfing, climbing etc. The broader area is blessed with many and varied existing and potential tourist attractions, including the Blue flag beaches at Fintragh and Malinbeg, the sea cliffs at Slieve League, three golf courses, holiday home rentals, equestrian centre, sea angling/boat hire and a 'Water Taxi' service between Killybegs and the Slieve League sea cliffs.

It is envisaged that Killybegs will continue to grow as an important regional tourist destination. The Plan shall seek to increase potential tourism opportunities through providing a town with unparalleled, linked, pedestrian and cycle way, high amenity spaces and encourage future eco and value added tourism growth strategies. Furthermore there are a number of recent and proposed developments in the town, which will support this industry through the provision of quality tourist accommodation, and marine leisure developments along the Shorefront.

The development of the multi-million pound harbour offers a unique opportunity for tourism within the North West. The Council are encouraged by the capacity of the harbour (including the onshore ancillary facilities) and the range of diverse uses that the port authorities are employing to attract fishing, cargo and marine leisure (cruise ship) vessels. It is of major significance and great opportunity that Killybegs now features as a destination of choice for major international cruise liners.

2.8.2 Marine

The establishment of a necklace of marinas, located at strategic points around Ireland's coastline is essential for the development of marine tourism. Killybegs is one of 6 towns in the County, short listed as having best potential for large and medium scale, marine leisure developments¹⁴.

2.8.3 Recreation

There are a number of active sports clubs in the town representing Gaelic football, football, athletics, basketball, tug-of-war and darts. Killybegs has a number of all weather playing surfaces, located at St. Catherine's Vocational School, Killybegs Tourism College and at St. Catherine's Astro Turf Pitch at Cashelcummin.

The Council will protect both formal and informal open and Local Amenity spaces for a variety of recreational/amenity/park uses (including ancillary facilities – changing rooms, stands/seated areas) and shall zone additional lands to ensure that further community benefits may accrue.

¹⁴ The Marine Institutes, Development Strategy (Other 5 centres include; Burtonport, Tory Island, Ballyhooriskey, Fahan and Bunagee)

POLICIES TOURISM/MARINE/RECREATION

It is the policy of the Council to –

- TMR 1** Facilitate the development of Local Amenity Areas incorporating children's playground facilities and walkways.
- TMR 2** Facilitate developments that support the tourist economy.
- TMR 3** Facilitate the appropriate development of a new Regional Tourist Office at a prominent location in the town centre or near the harbour.
- TMR 4** Facilitate the development of tourist accommodation; e.g. hotels, B&Bs, guesthouses, apartments and conference facilities.
- TMR 5** Encourage the development of the cruise ship market in Killybegs by providing a range of facilities and attractions, thereby encouraging the development of a sustainable tourism market in the area.
- TMR 6** Improve signage throughout the town, to identify places of interest, in accordance with Appendix A, Development Guidelines and Technical Standards, County Development Plan 2006 – 2012.
- TMR 7** Resist the loss of existing public or private recreational open space, unless alternative recreational facilities/sites are provided in a suitable location or where it can be demonstrated that there is no longer sufficient demand to sustain the facility. (N.B. All such alternative facilities/sites must be readily accessible within the town).
- TMR 8** Encourage the use of NeighbourWood, Community Woodland and Native Woodland Schemes.
- TMR 9** Motor home & Caravan Park
- All proposals shall fully accord with the Registration and Renewal of Registration Regulations for Caravan & Camping Parks 1990.
 - The Council shall permit the development of a caravan, motorhome and camping site on the lands zoned for same.
 - The Caravan Park shall be developed in accordance with Chapter 9 of Appendix A, of the County Donegal Development Plan 2006 – 2012, Development Guidelines and Technical Standards.
 - Restrict the location of permanent caravans/and mobile homes to only those areas identified on the Land Use Zoning map, and to limit the number of caravans/mobile home units to a maximum of 30 at any given time (no limit will apply to the number of tents erected). All permanent caravans/mobile homes shall connect to the proposed sewerage network upon completion. An existing and proposed landscaping plan shall be submitted with any planning application. All caravans and mobile homes shall be located on terraces within the site, to best avail of the topographical and natural screening barriers, which are prevalent throughout the site.
 - Significant screening shall be required to all site boundaries to ensure the visual amenity of this highly sensitive area is protected. Proposals shall be accompanied by a fully comprehensive planting scheme.
 - A licence for the site shall be sought prior to first use of the site and shall have regard to reports from the Chief Fire Officer and the Environmental Health Department of the North-Western Health Board.
 - Given the elevated nature of the site all site boundaries shall be adequately secured to ensure the safety of site users.

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- The developer shall be required to submit details to the satisfaction of the Council as to the Health and Safety provisions for the site.
- Safe vehicular & pedestrian access shall be provided to and around the site.
- Services for users shall be provided to the satisfaction of the Council and shall include for example, water, electricity, waste disposal, seating and shower facilities.
- On site wastewater treatment facilities shall be provided to the satisfaction of the Council. Wastewater shall subsequently connect to the public sewer upon that system becoming available. Details of all of the above shall be agreed in writing with the Council prior to first use of the site.

TMR10 Facilitate the development of a marina and associated onshore ancillary facilities including carparking, administration building and tourist office accommodation.

SECTION 3

ENVIRONMENTAL ASSESSMENT

3.1 Environmental Assessment

In accordance with Article 19 (4) (a) of the Planning & Development Acts 2000 – 2006, Local Area Plans shall contain information on the likely significant effects on the environment of implementing the Plan (See Table 1).

The preparation of Strategic Environmental Assessment¹⁵ is not mandatory for Local Area Plans with a population of less than 10,000 persons. Notwithstanding this, it is a requirement to screen all proposed Plans and programmes to consider whether they require SEA. A 'Screening Report' was prepared and issued to the prescribed authorities. Donegal County Council recommended that SEA was not merited for the preparation of this Local Area Plan. The Department of the Environment, Heritage and Local Government accepted this position.

The following Table 1 represents an appraisal of the likely significant impact on the environment due to implementation of the policies within the Local Area Plan. It must be clearly recognised that the following brief assessments simply have regard to the perceived positive and adverse environmental impacts associated with the proposed policies. An assessment of the economic and social consequences of these policies has not been considered in this section. However, both of these factors remain very important material considerations and are generally the two primary factors, which drive development proposals. It is considered that the implementation of this Plan will prove positive in terms of some of its impacts upon the environment.

Table 1. Likely Significant Impact on the Environment of the implementing the policies of the Plan.

Positive ○ Negligible ◐ Negative ●
Not Applicable N/A

Policy Ref.	Policy	Landscape Conservation	Cultural and Built Heritage	Energy Efficiency	Sustainable Transport	Reduction of Waster/ Pollution	Natural Resources
2.1	Residential	◐	◐	◐	○	◐	◐
2.2	Community/Education	○	○	○	○	◐	◐
2.3	Town Centre/Retailing	○	○	○	○	◐	◐
2.4	Conservation of the Natural and Built Environment	○	○	○	N/A	○	○
2.5	Industry/Employment	◐	◐	◐	◐	◐	◐
2.6	Roads/Transportation	◐	◐	○	○	○	●
2.7	Telecommunications / Water and Sewerage Infrastructure	◐	◐	○	○	○	◐

¹⁵ A systematic process for evaluating the environmental consequences of proposed policy, plan or programme initiatives in order to ensure that they are fully included and appropriately addressed at the earliest stage of decision making on par with economic and social considerations

2.8	Tourism/Recreation	○	○	●	○	●	N/A
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3.2 Land Use Zoning Objectives

Town Centre

Lands reserved as the primary location for a variety of mixed-use retail, professional, office, tourist, residential, entertainment and civic uses compatible within a town centre.

Residential

Lands reserved primarily for residential and neighbourhood uses.

Community/Education/Sports Infrastructure

Lands reserved solely for Community, Health, Recreation, Educational and their ancillary uses.

Enterprise (Industrial and Employment) Park

Lands reserved primarily for Industrial/Employment/Enterprise uses.

Junction Reserve

Lands reserved for junction creation and realignment through the appropriate design limits as agreed by the Road Design Office, Donegal County Council.

Harbour/Port Activities

Lands reserved solely for harbour/port and marine related activities including, light industrial, fish processing, general industrial and commercial, transport depot and ancillary services, tourism, port, science and technology based industries.

Opportunity Sites

Lands reserved as Opportunity Sites which shall facilitate compatible mixed land-uses, e.g. retail, residential, tourist, professional service, industrial, convenience shopping, educational & cultural uses to regenerate depressed inner urban/industrial areas within the defined Town Centre and other identified outlying areas.

Neighbourhood Centre

Lands reserved for Neighbourhood Centres for neighbourhood uses and the benefit of residents within the area.

Established Development

Lands reserved as Established Development to conserve and enhance the quality of these already established areas with complimentary and compatible developments of a similar scale, mass, character and density to that of those developments already in existence. Any developments occurring on such lands shall ensure the amenities of adjoining properties are not negatively affected.

Record of Protected Structures/Recorded Monuments

Recorded Monuments and buildings/structures and their curtilages/setting identified on the Record of Protected Structure, and all subsequent additions to the list throughout the Plan period.

Local Amenity/High Scenic Amenity Areas

Lands reserved to protect such important landscape resources and promote the development of recreation/tourism/amenity uses and Community Woodlands within such lands.

Area of Townscape Character

Character "old town" areas identified to be protected; of particular importance to the cultural, historical and social make up of the town, taken together they are recognisably Killybegs.

Area of Local Nature Conservation

To protect and maintain the sensitive environmental habitat of the estuary identified as an Area of Local Nature Conservation. To promote the development of a public pedestrian/cycleway around this estuary.

Targeted Urban Redevelopment

Lands identified for Targeted Urban Redevelopment, have, in the main, suffered from vacancy, dereliction or under-utilisation. Development proposals shall address the harbour in terms of excellence in orientation, layout, services and design and shall make provision for pedestrian walk/cycle ways. The development of ground floor retail, restaurants, café and well defined public open space will be promoted.

Targeted Environmental Improvement

Lands identified for Targeted Environmental Improvement to promote and accommodate environmental improvements, including the use of soft and hard furnishings, public lighting, pavement improvements, public amenities and improved signage.

River Corridor Enhancement

Lands identified for primarily amenity and recreational areas.

Marine/Tourism

Lands identified for primarily marine and tourism based uses.

Pedestrian/Cycleways

Lands identified for pedestrian and cycle ways to promote and facilitate access and recreation along all routes designated for same, new routes and all routes for road widening.

Open Space

Lands reserved for the provision of public open space allowing for passive and active recreation and environmental amenity.

Sewage Treatment

Lands reserved for utility functions regarding waste management.

Town Entry

Lands reserved on arterial routes into the town in order to create attractive and individual entrances to the town for the erection of town name and welcome signs, public art, landscaping etc.

Road Widening Reserve

Lands to be reserved along these routes in order to allow for road widening and the provision of cycle/walkways to the satisfaction of the roads engineer.

Boardwalk/Promenade

Lands reserved for the creation of same in order to allow for passive recreation, tourism and town amenity improvements.

New Link Roads/Inner Relief Road/Outer Relief Road

Lands reserved in order to improve access into, out of and around the town, on all such roads adequate cycle/walkways shall be provided.

Killybegs Local Area Plan Boundary

The development limit for Killybegs.

Masterplan Site (Green Hill)

The Council will require the preparation of a detailed Masterplan, to be prepared for the entirety of the site. A number of mixed use and non-retail/industrial uses will be considered within these lands, as lands to the South East of the Industrial/Inner Relief Road have been reserved for Enterprise (Industrial/Employment) Use. Developments shall have regard to the prevailing site characteristics, contours, existing landscape features and shall incorporate extensive landscaping proposals to soften the built form. Only one vehicular road access road off the new industrial/inner relief road will be considered to service these lands, subject to the agreement of the Roads and Transportation Directorate. Developments will be required to provide tree planting (deciduous species), landscaping schemes around the perimeter of the site.

APPENDIX I

DESIGNATION OF LAND AS CASUAL TRADING AREA

- (a) The Council hereby designates the following land in its functional area as places where casual trading may be carried out:
 - (i) That part of the Shore Road Car Park, Shore Road Killybegs.
 - (ii) That part of the roadside along the Shore Road, Killybegs in front of lands owned by the Department of the Marine, known as the Harbour Centre.
- (b)
 - (i) The casual trading area designated at paragraph (a (i)) of this Bye-Law incorporates twenty individual trading spaces each measuring 5m long by 2.5m.
 - (ii) The casual trading area designated at paragraph (a (ii)) of this Bye-Law incorporates one individual trading space measuring 5m long by 2.5m.
- (c) Each of the said trading spaces constitute the maximum area that may be occupied by the holder of the license granted for that space during trading hours.
- (d) Casual trading licences granted by the Council in accordance with Section 4 (1) (a) (ii) of the Act in respect of the Casual Trading Area designated at paragraph 2(a) (i) of these Bye-Laws will be limited to Thursdays, Fridays and Saturdays (or one or more of those days) between the hours of 9am to 6pm.
- (e) Casual trading licences granted by the Council in accordance with Section 4 (1) (a) (ii) of the Act in respect of the Casual Trading Area designated at paragraph 2(a) (i) of these Bye-Laws will be limited to Mondays to Saturdays (or one or more of those days) between the hours of 9am to 6pm.

Restrictions - A person engaged in casual trading in the casual trading area.

- (i) Shall only engage in casual trading fronting onto the public footpath.
- (ii) Shall only trade in the goods specified in the licence, which shall be limited to raw (fresh) fish.